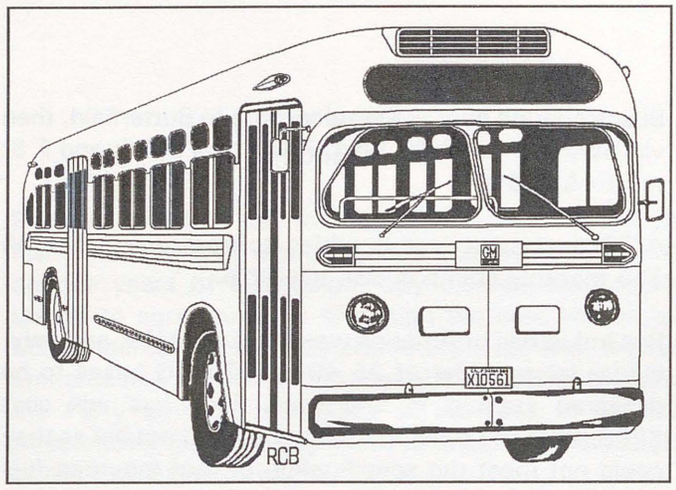


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 9 September 1995

GRAPE LINE (GL)



LODI: Public transportation came to this northern San Joaquin County city last November 24th as *GL,* a four route intracity transit system with a fleet of cutaway vehicles, began operations.

Lodi is a city along the west side of California Highway 99 about midway between Stockton and Sacramento.

Each line (1-NORTHWEST LODI LOOP, 2-EAST LODI, 3-CENTRAL LODI AND 4-WEST LODI) begins/ends downtown on Walnut near the Post Office and they are pulsed scheduled for easy connections. *(Ed. Note - in the same month SMART began its intercity service between Lodi and Stockton serving the Walnut terminal).*

The system operates half hourly (each line with one bus) from 630AM to 630PM on weekdays and 800AM to 600PM on Saturday.

Fares are 50 cents (seniors and disabled persons have a special midday fare of 25 cents). Regular Monthly passes are $20 and a Regular 11 Ride Pass is $5. Passes are also available for s/d.

GRAPE LINE Dial-A-Ride operates throughout the service area seven days per week. DAR is wheelchair accessible, door to door service available to the general public. Regular fare is $2, senior and disabled is $1 and there is a County service charge of 50 cents. Reservations need to be made at least one hour in advance.■

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (SMART)

STOCKTON: Last October *SMART* inaugurated its county wide service expansion providing intercity service and regional service from Stockton to eight different employment areas *(WT 10/94, 2/95).*

Included were Lines 20-TRACY-STOCKTON-LODI-WEST and 21-MANTECA-STOCKTON-LODI-EAST. They operate weekdays only between 600AM and 700PM offering hourly peak service (4 buses each) and two hourly midday (2 buses each).

Two commute routes from Stockton operate to the Defense Distribution Regional West (DDRW) sites in Lathrop and Tracy. Both lines begin at a Park & Ride at Hammer and Hwy 99 via Hammer, I-5 (serving lots at Hammer, Ben Holt and Country Club) to I-205 where they split - LATHROP continuing via I-5, Roth and Sharpe Depot roadways to Building 330. TRACY operates via Business I-205 (11th), Chrisman and Tracy Depot roadways to the Administration Building. Two round trips are operated on weekdays.☞

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SMART

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The eight interregional routes also begin/end at the two Park & Ride lots on Hammer and travel to their destinations - Downtown Sacramento/South Natomas, Rancho Cordova, San Ramon, Milpitas, Sunnyvale, Modesto and Oakdale. There is one weekday round trip on each line. Because of the distances to be traveled, most of the lines begin in Stockton between 500AM and 600AM. However, the line to Lockheed in Sunnyvale starts at 345AM arriving in time for a 600AM shift. The return bus departs Lockheed at 245PM.

The interregional services require advance reservations to guarantee seats. Monthly passes are purchased from the bus operator with the cost based upon distance traveled.

Passengers may also buy a daily round trip pass, on a space available basis, for $7.

The minimum monthly charge, based on 20-30 miles one way is $75 while the highest is 111-120 miles for $120.■

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: During the California State Fair *RT* operated the STATE FAIR EXPRESS. SFE provided a 15 minute headway between the Roseville Road Rail Station and the Cal Expo Main Gate at the regular $1.25 fare. Coupons good for $1 off the fair's general admission were available to bus riders.

SFE ran between 1130AM (930AM weekends) and 1030PM (2 buses).

On September 3, a NEW Line 60-ELK GROVE PARK & RIDE-SACRAMENTO began providing two morning northbound and afternoon southbound commute trips. From Grant Line & East Stockton Roads, the 60 travels via Stockton, Sheldon, Hwy 99 North, Business 80 Loop, 10th St exit, W St, 8th, F St and 7th to G St. The return trip begins at 7th & G via 7th, Q St, 9th, X St, Business 80 Loop and same route to return.

Line 109-HAZEL AVENUE EXPRESS had one morning southbound and one afternoon northbound trips added and extended into downtown Sacramento (other trips continue to/from Butterfield Light Rail Station). Buses operate over the regular route to Butterfield, then via Hwy 50, Stockton Blvd, P/Q Sts, 7th/8th and F St to 7th & G Sts.

A 75 cent surcharge is added to/from downtown. A $15 monthly stamp is also available.

Bus Industries of America was the successful, and only, bidder for an order of 25 40 x 102 CNG buses to be delivered starting in one year. Each bus will cost $298,000. The other manufacturers did not bid as they could not meet the specification of roof mounted fuel tanks.■

YOLO COUNTY TRANSIT AUTHORITY (YOLOBUS)

WOODLAND: Remodeling work has begun on a former warehouse on Industrial Way in Woodland to transform it into the new operations center for *YOLOBUS* replacing the current contractor provided facility in West Sacramento. This site is across the street from the Pacific Gas and Electric compressed natural gas facility *YOLOBUS* uses to fuel its 7 CNG powered buses.

The agency expects to save operating dollars and to have much more competitive bidding for the next maintenance and operations contract which begins in July 1996. *ATE MANAGEMENT & SERVICE COMPANY* is the current contract operator. *(Ed. Note - this seems to be a typical scenario with an agency funded and contractor operated transit system. Initially, the contractor provides the vehicles and the operating site. After some period of time, financial studies indicate that it would be cheaper for the agency to use government funds to purchase the buses than to pay lease payments and depreciation for the contractor. Subsequent studies also indicate the public agency secure a facility and give/loan/lease/rent it to the contractor).*■

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: PCC cars returned to Market Street on September 1st with the opening of NEW Line F-MARKET STREET.

Operated with a fleet of 17 restored and repainted PCCs, the F runs between Transbay Terminal and 17th & Castro, primarily along Market. Historic cars will be substituted for regular service cars on a number of occasions throughout the year.☞

SF MUNI
(Continued)

Plans continue to call for an extension of the line to Fishermans Wharf along Northern Embarcadero, but despite years of discussion, city officials have been unable to agree on how to design the area known as Mid-Embarcadero to accommodate the rail line, a new Embarcadero roadway, a pedestrian crossing to/from the Ferry Building and plaza at the foot of Market Street. Until the road alignment is finalized, the design of the F line cannot begin.

Trolley coach Line 8-MARKET now operates on a 25 minute headway and until 900PM.

A Green Division (Rail) Sign Up took effect on September 23rd.

Due to Automatic Train Control System construction, the Market Street Subway closes about 1000PM nightly and late evening service changes are in effect.

J-CHURCH has PCC operations between Geneva Terminal and Transbay Terminal on the surface over a combination of the F and J lines.

K-INGLESIDE, L-TARAVAL and M-OCEAN VIEW operate as rail lines from West Portal to all outer terminals with motor coaches between the Ferry Building and West Portal.

N-JUDAH is fully motor coach between the Ferry and Ocean Beach over the Owl route.

The buses are based at Kirkland Division.■

SAN MATEO COUNTY TRANSIT DISTRICT
(SAMTRANS)

SAN CARLOS: On July 13th the opening of the Redwood City Transit Center was celebrated. Located at the end of James Avenue next to the Sequoia Station Shopping Center, RCTC is the second half of a joint development to create a commuter and retail hub downtown.

The new station building is the fourth in Redwood City since passenger rail service began in 1863 and serves both *CALTRAIN* and *SAMTRANS.* 6A-CANADA COLLEGE, 7B-REDWOOD CITY-SAN FRANCISCO VIA BAYSHORE, 51B-BROADWAY, 51C-WOODSIDE, 51R-ROOSEVELT and 51S-SEQUOIA HOSPITAL all serve the station.

The *SAMTRANS* Board has set a public hearing for October 18 to receive comments on a major proposal to reduce or eliminate bus service which does not meet minimum performance levels, a farebox recovery of less than 10 per cent or a subsidy exceeding $4 per passenger.

Weekday headways would be reduced to hourly on 4A-ALAMEDA DE LAS PULGAS, 34D-BURLINGAME-HILLSIDE, 40E-HILLSDALE-CARLMONT VILLAGE, 50B-SHARON HEIGHTS-MARSH MANOR, 51S-SEQUOIA HOSPITAL and 90H-SAN MATEO-HALF MOON BAY.

24B-BRISBANE would be reduced to midday only while 90E-HILLSDALE-BART/HAYWARD would be trimmed to four round trips. 10P-LINDA MAR BLVD, 20D-BART/DALY CITY-DOELGAE SENIOR CENTER and 30A-TANFORAN-MILLBRAE SQUARE would be discontinued.

Saturday hours on 4A, 33B-MILLBRAE HIGHLANDS, 33C-MILLBRAE-MURCHISON, 34D, 40E, 45B-BELMONT-SKYMONT, 50B, 51S and 90H would also be discontinued.

The service modifications, planned for early 1996, are part of a larger service efficiency plan which also includes fare increases on fixed routes and REDI WHEELS paratransit.■

SAN DIEGO TROLLEY
(SDT)

SAN DIEGO: The EAST LINE was extended from El Cajon to Santee on August 28th serving three new stations, Arnele Avenue, Weld Blvd and Santee Town Center.

Alternate trains on the EAST LINE provide a 30 minute headway to/from Santee between 553AM and 808PM weekdays and 808AM-808PM on weekends.

The alignment parallels Marshall Avenue/Cuyamaca Street and includes two overcrossings, at Main and Broadway, otherwise the line travels at grade.■

METROPOLITAN TRANSIT SYSTEM
(MTS)

SAN DIEGO: New *MTS* Line 936-SPRING VALLEY-69TH & EL CAJON is the former *SAN DIEGO TRANSIT CORP.* 36-LA PRESA-69TH & EL CAJON operating on the same schedule and over the same alignment. The line is now operated during all hours by *ATC/VANCOM.*☞

MTS
(Continued)

Previously, *SDTC* operated the line on weekdays prior to 700PM with *ATC* providing weekday night service to 1000PM and all day Saturday service.■

SAN DIEGO COUNTY TRANSIT SYSTEM (SDCTS)

SAN DIEGO: In conjunction with the extension of the EAST LINE Trolley, *SDCTS* inaugurated five new lines, discontinued one (852-SANTEE TOWN CENTER-EL CAJON) and modified six others.

NEW from the Santee Town Center Station are 831/832 serving north and west Santee, 833 serving Graves Avenue and east Santee and 834 in Santee, Prospect Avenue and western Santee.

The segment of 846/847-EL CAJON-SANTEE between Mission Gorge & Magnolia and El Cajon Transit Center via Parkway Plaza was discontinued while 854-LAKESIDE-RANCHO SAN DIEGO was divided in two with NEW 854-LAKESIDE-GROSSMONT TROLLEY STATION serving Santee Town Center Station and 855-GROSSMONT-RANCHO SAN DIEGO taking over the southern half of the line.

870-EL CAJON-KEARNY MESA EXPRESS was rerouted into the Santee Station and NEW 877-WELD BLVD STATION-EL CAJON INDUSTRIAL PARK weekday peak hour line inaugurated.■

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: SCT established three NEW reverse direction commute lines on September 5th and, at the same time, discontinued the former 797-SANTA CLARITA-CHATSWORTH.

New are 791-WARNER CENTER-SANTA CLARITA, companion to 796-SANTA CLARITA-WARNER CENTER; 793-VAN NUYS-SANTA CLARITA, companion to 798-SANTA CLARITA-VAN NUYS and 794-LOS ANGELES-BURBANK-SANTA CLARITA, companion to 799-SANTA CLARITA-LOS ANGELES COMMUTER.

791 has four morning northbound and afternoon southbound trips, 793 has three morning and afternoon while 794 has four morning and five afternoon trips. The common routing in Santa Clarita is via Golden State Freeway, Valencia, Tourney Rd, Magic Mountain Pkwy, McBean Pkwy, Newhall Ranch, Scott, Rye Canyon and Ave. Stanford to Technology in the industrial area.

In Los Angeles, Line 794 begins on Alameda in front of Union Station and travels via Alameda, North Spring/Broadway, Golden State Fwy (exiting to serve Burbank *METROLINK* Station) and above industrial area routing. *(Ed. Note-selected trips shuttle operators between the ATE Lincoln Heights yard, where several SCT buses are stored midday, and the Santa Clarita ATE facility, both locations conveniently located on the route of line).*

The three weekday midday trips on 795-SANTA CLARITA-PALMDALE-LANCASTER *(WT 9/94)* were extended at both ends, in Lancaster from the downtown *METROLINK* Station to the Lancaster Outlet Mall north of downtown and south from Santa Clarita thru Newhall to Olive View Medical Center via San Fernando Rd, Sierra Hwy, Hwy 14, Golden State Fwy and Foothill Blvd.■

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Last October the CITYRIDE division started the FOOTHILL SHUTTLE, a three day per week route deviation shuttle in the Sunland/Tujunga area.

Service runs hourly 800AM-400PM with two hour headways to and from Verdugo Hills Hospital. Passengers can board at designated stops or call in to have the van deviate off the route to either pick up or discharge them. Deviated service is offered for 1/4 mile on both sides of the route.

FS is operated by *LAIDLAW TRANSIT SERVICES* normally using a 93006-93019 series Econoline/Civitran.

The fare is one CITYRIDE Transit Scrip which is available to those registered for the Cityride program.

In July DASH-HOLLYWOOD was expanded at each end although service still runs 10AM-6PM on 30 minute headways Monday thru Saturday. At the east end, the loop was enlarged to cover Fountain, Edgemont, Sunset, Vermont, Santa Monica and Normandie to Fountain. On the west, the route was extended from Highland and Sunset via Highland, Selma, Las Palmas to Franklin looping via Cherokee and Yucca to Las Palmas.

On July 1st DASH B-CHINATOWN-CITY WEST was shortened to operate only as far as Temple & Figueroa serving the temporary City Hall West.☞

LADOT
(Continued)

LADOT will begin evaluating the $6 million downtown DASH system soon with modifications planned for some time next year. *LADOT* staff indicate the overhaul may create more of a north/south and east/west system than today.

The newest DASH route, to arrive with a Federal Transportation Administration grant within eight months, will link the Convention Center area more directly with downtown hotels than Route E.

The Department of Water and Power is now soliciting proposals for operation and maintenance of the electric bus system in San Pedro, the SAN PEDRO TROLLEY.

The selected contractor would be responsible for operating the three battery powered trolley style vehicles, inspections, battery charging and maintenance, collection of fares and other functions. *LAIDLAW* is the present contractor.

Restrictions have been placed on 448-RANCHO PALOS VERDES-LOS ANGELES EXPRESS which preclude riders from using the line for local riding between Rancho Palos Verdes and north Wilmington and in downtown Los Angeles.■

AIRPORT LANDSIDE OPERATIONS

At Burbank-Glendale-Pasadena Airport a third public parking lot, Economy Lot C on Thornton east of Hollywood Way, recently opened to help alleviate increased parking demands.

B-G-P AIRPORTER provides service to the new lot and they recently took delivery of four new, accessible Econoline/Champions. The fleet now totals 11 and provides service every 10 minutes between the airport and the three Economy lots.

To expedite service to the *LAX SHUTTLE* Terminal Building, new SHUTTLE LINK buses are now circulating thru Lot C.

SL will pick up passengers anywhere along the route for drop off at Lot C's building where passengers board the LAX bound LOT C buses.

LAX SHUTTLE buses arriving from the airport will continue to drop off passengers at the stops within Lot C.

Non lift equipped Econoline/Escort 138 cutaways, S1 and S2, are used. They are painted all white with a blue/green/blue diagonal stripe and the name "SHUTTLE" in black and "LINK" in yellow.

METROPOLITAN EXPRESS is now offering "Exclusive Sedan Service" for parties of up to four using late model sedans.

DAVIS SHUTTLE, SHUTTLE 2000, SURE RIDE and TIFFANY EXPRESS are the latest new shuttle van companies.

The owner of a shuttle van firm has been fined $78,000 and ordered to stop operating until he received proper authority. The City of Los Angeles filed suit against Mahmood Babaeian and *Century Transit System dba CELEBRITY AIRPORT LIVERY* following a Public Utilities Commission investigation which resulted in revocation of *CAL's* authority in May 1992 for non payment of PUC fees. *CAL* was using vehicles with phony PUC identification numbers.

According to prosecutors, the vehicles were used at least 390 times in a nine week period to shuttle passengers to LAX following license revocation.■

STARLINE TOURS OF HOLLYWOOD (ST)

HOLLYWOOD: In March *TOUR COACH (American Pacific Tour Coach Lines dba)* began offering sightseeing tours originating at Mann's Chinese Theater in Hollywood using buses and vans.

TC is owned by the former *GRAY LINE/STARLINE* interests and has a fleet of, at least, six buses including 3 used MCI 102C3s and one new MCI 102D3. They also have Econoline/Metrotrans.

The tours were 1-MOVIE STARS' HOMES TOUR, 2-GRAND TOUR OF LOS ANGELES, 3/3A/3B-CITY TOUR AND STARS' HOMES, 6/6A-UNIVERSAL STUDIOS HOLLYWOOD, 8-DISNEYLAND, 10-KNOTTS BERRY FARM, 14-SEA WORLD and 15-TIJUANA SHOPPING ADVENTURE.

In June the *TC* name was replaced by *STARLINE TOURS OF HOLLYWOOD* and several new tours were added for the summer, 8A-DISNEYLAND-DAY AND EVENING, 10A-KNOTTS BERRY FARM-DAY AND EVENING, 11-SIX FLAGS MAGIC MOUNTAIN and 11A-SIX FLAGS HURRICANE HARBOR WATER PARK.■

TRANSIT AND LEGISLATION

SACRAMENTO: On the final day of the 1995 Legislative Session, both houses passed bills related to the transfer of money from transit agencies in Los Angeles and Orange Counties to the respective County Boards of Supervisors to help solve financial problems *(WT 7/95).*

The Los Angeles County bills provided a $50 million transfer of TDA funds from *MTA* to the county and authorized the Board of Supervisors to take an additional $100 million, as a loan, if they would replace it with other county dedicated transportation funds. They voted 2-2-1 against the loan.

The Orange County bills, in addition to provisions related to trustees and other special districts, allows the Supervisors to take $38 million per year, up to 15 years, from *OCTA.* In turn, the county must transfer $23 million yearly in gas tax or other funds to *OCTA.*

Governor Pete Wilson signed the bills.

From transit's perspective, perhaps more alarming than this diversion of TDA money is the fear this action will spur other raids on the money. In fact, Assemblyman Bernie Richter (R-Chico) suggested that all counties have the ability to divert transit funds. "This is the right thing to do for all counties. I want my counties to be able to choose between deputy sheriffs and transit". Richter has indicated he will propose legislation to do this.

Ed Gerber, Executive Director of the California Transit Association said, "We're very concerned about using TDA funds to bail out county governments when the problem, by and large, has been created by the Legislature raiding them".

With federal transit funds declining, diversion of state money would only make transit's situation worse.■

HONOLULU PUBLIC TRANSIT AUTHORITY
OAHU TRANSIT SERVICES, INC.

HONOLULU, HI: HPTA and *OTSI* are preparing to introduce a 40 foot transit bus powered by a hybrid-electric drive system. They are members of the Hawaii Electric Vehicle Demonstration Project which is trying to demonstrate the applicability of military technology to commercial endeavors.

The Transportation Manufacturing Corporation, now NovaBus, bus was converted to a hybrid-electric unit by Kaman Electromagnetics Corporation at the NovaBus plant.

The technology is the same as Kaman developed to drive an Army tank. The drive system uses a high torque, permanent magnet, brushless DC motor driven by a Kaman inverter controller. While capable of delivering 1000 horsepower, the bus configuration will develop about 250 HP.

A 160 horsepower low emission, propane powered rotary generator set is installed to power the electric motor. A bank of 45 nickel-cadmium batteries, weighing nearly 3000 pounds, provides load leveling between the motor-generator set and the traction motor. Maximum range is 300 miles.

HPTA and *OTSI* will also operate a 30 foot hybrid-electric bus, an El Dorado National RE. Its Hughes Power Control System electric propulsion system includes two electric motors, power inverter, cooling system, gearbox and a control system. A Hughes developed inverter converts battery current into AC current to power the motors. A 30 HP propane powered generator set supplements the main batteries when the bus is running. The generator set extends the range to about 150 miles.

The buses will operate on regular *HPTA* routes and collect operational data daily.■

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MARK IV COACHES

United Transportation Services, Inc., Gardena, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE	NOTES
1-3	Ford Econ	ElDo Falcon	FHC26164,31676,26163	1985	
4-5	Ford Natl	Escort 158	LHB07438-439	1990	
156-158	Crown	A-426-12	37518,37523-37524	1975	
159-161	Crown	A-426-12	37531,37699,37705	1976	
162-163	Crown	A-426-12	37658-37659	1976	
164,166	Crown	A-426-12	37663,37665	1976	
405	TMC	MC-8	T13-104/S1004	1975	
407	TMC	MC-8	T13-116/S1016	1975	
409	TMC	MC-8	T24-211/S1089	1975	
410	TMC	MC-8	T46-492/S1258	1976	
412	MCI	MC-9	U34966/S14686	4/80	
414	TMC	MC-8	T13-121/S1020	1975	
415	Prevost	H3-40	M1001075	1991	
416	Prevost	H3-45		1993	
427	MCI	MC-9	BP036631	12/81	
428	MCI	MC-9	BP036327	1981	
429	MCI	MC-9	BP035975	8/81	
430-431	TMC	MC-9	DR004000-4001	1983	
436	MCI	MC-8	U30094/S10320	1973	
437	MCI	MC-8	U30090/S10303	1973	
438	TMC	MC-8	T13-115/S1015	1975	
439	TMC	MC-8	T13-134/S1033	1975	
440	TMC	MC-8	T13-152/S1049	1975	
442	TMC	MC-9	ER004353	5/84	
443	MCI	MC-9	U34792/S14673	3/80	
444	MCI	MC-9	U34794/S14675	3/80	
445	MCI	MC-9	U34864/S14679	3/80	
446	MCI	MC-9	U35496/S15250	4/80	
447	MCI	MC-9	U35504/S15258	4/80	
448	MCI	MC-9	U35431/S15385	11/80	
449	MCI	MC-9	U35442/S15396	11/80	
450	MCI	102A3	FP040425	11/85	
451-454	MCI	102A3	GP040903-906	7/86	
455-456	TMC	102A3	KR007089,7135	5/89	
457	TMC	96A3	FR005183	10/85	
458-459	MCI	96A3	FP040342,40340	10/85	
460-462	TMC	102A3	HR00606,6088,6090	1987	
463-464	MCI	102C3	NP044312-44313	1/92	
465	MCI	102DL3	RP046716	8/94	
554-556	Crown	2A-426-11	37402-37404	1974	
558-559	Crown	2A-426-11	37707,37710	1976	
600	Ford Econ	ElDo Aerotech	HHB36592	1987	lift
605-606	MCI	MC-9	CP037489-37490	1982	
607	TMC	MC-8	T46-490/S1256	1976	
608-609	TMC	MC-8	T57-548,49/S1287,88	1976	
610	TMC	MC-8	T46-514/S1280	1976	
611	TMC	MC-8	T46-487/S1253	1976	
612	MCI	MC-9	U34762/S14771	2/80	lift
613	MCI	MC-9	BP035819	3/81	
614	MCI	MC-9	CP037055	5/82	

415, 416 and 465 new to MARK IV COACHES, all others used from predecessor companies
464, 600 and 605-614 from EMBREE BUSES, INC., all others from MARK IV CHARTER LINES, INC.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Quo Vadis Tour Line	500	Dina	Viaggio 1000/SS000868	4/95	1
Marin Airporter	46	MCI	102A3/HP041235	5/87	
	56	MCI	102D3/SP047599	6/95	
California Charters, Inc	3113	MCI	102D3/SP047120	1/95	
Lakefront Twys (Lakefront	9555-141,142	MCI	102DL3/SP047142,145	1995	
Lines, Inc. dba) (OH)	9555-146,147	MCI	102DL3/SP047150-151	1995	
San Diego Transit Corp	1301-1304	New Flyer	G40LF/RU015399-402	11/94	
West Valley Charter Lines	641	Prevost	2P9L/P1001641	1993	
Western Charter Tours	906	Van Hool	T800/40/R2026785	11/94	
Valen Transportation, Inc	950	Van Hool	T800/45/S2028404	5/95	
-USED-					
ATE Mgmt & Service Co.	0026-0028	Ford Econ	Aerotech/RHA14283,34168,14234,	1994	2
	0029-0030	Ford Econ	Aerotech/-,RHA14286	1994	2
Transp Concepts, Inc.	2-08 - 2-12	Ford Econ	Aerotech/-,-,-,RHA34164,-	1994	3
Deluxe Charter	198	MCI	MC-8/U10802/S30403	6/74	4
Bridgewater Trnspt (AZ)	232	MCI	MC-9/U35070/S15180	6/80	5
	235	MCI	MC-9/U34674/S14635	1/80	6
Tourcoach	101	MCI	102C3/LP043207	1/90	7
Taylored Tours	808	Prevost	2P9L/H1001212	1987	8
Pac Coast Sightseeing	4752-4753	TMC	102C3/LR007723-724	1990	9
-DISPOSITIONS-					
Orange County Trnsp Auth	8632,8634	Ford Econ	Esc 138/HHC22943,JHA36534	87/88	A
	8635	Ford Econ	Esc 138/JHA36541	1988	B
	8644	Ford Econ	Esc 138/JHC11754	1988	C
Sierra Nevada Stg Lns (NV)	605	GMC	T8H-5305A/085	1971	D
First Class Charter	10	MCI	102C3/JP042060	4/88	E
Calif Parlor Car Tours	63	MCI	102C3/JP042059	4/88	E
Shangri La Express	923,925	MCI	102C3/NP044638,640	1992	F
Greyhound Lines, Inc.	2414	TMC	MC-8/T13-168/1056	6/75	G
	4874	TMC	MC-9/BR002754	6/81	E
	8506	TMC	MC-9/BR002510	1/81	E
	8572	TMC	MC-9/BR002596	3/81	E
	8642	TMC	MC-9/BR002679	4/81	E

-NOTES-

1. May be ex Demo.
2. Ex MTA 9851,9850,9852,98--,9854.
3. Ex MTA 98--,98--,98--,9855,98--.
4. Ex Deford Travel 198.
5. Ex Lenzer Coach Lines (PA) 211.
6. Ex White Pine Transit (MI) 27.
7. Ex - 300.
8. Ex unknown.
9. Ex Shuttlejack, Inc. 804, 801.

A. To YMCA of Orange.
B. To El Dorado Community Church.
C. To Placentia Police Dept.
D. To Sportsman Bus (AZ).
E. To ABC Bus Sales (Garden Grove).
F. To Academy Bus Co (NJ) 355, 357.
G. To Bridgewater Transport (AZ).

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